JOB PRINTING: THIS department of the Having been replenished with a large assortment of type, orders can now be executed quickly and in the best style. Addiess :- 6, Pedder's Hill Hongkong.

New Series No. 568. 日八初月三年三十二緒光

FRIDAY, APRIL 9, 1897.

五奔禮 號九月四英港香

THIRTY DOLLARS PER ANNUM.

#### ganks. LIONGKONG AND SHANGHAI BANKING CORPORATION, PAID-UP CAPITAL .....\$10,000,000 RESERVE FUND...... 6,500,000 RESERVE LIABILITY OF PROP'TORS...\$10,000,000 "COURT OF DIRECTORS: ST. C. MICHAELSEN, Esq.—Chairman. Hon. J. J. BELL-IRVING.—Deputy Chairman. C. Beurmann, Erq. A. McConachie, Esq. G. D. Boning, Eiq. A. I. Raymond, Esq. G. B. Dedwell, Esq. R. L. Richardson, Raq. R. M. Gray, Esq. R. Shewan, Esq. David Gubbay, Esq. N. A. Siebs, Esq. CHIEF MANAGER: Hongkong-T. JACKSON, Esq. MANAGER: Sharghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent, per Annum on the daily balance. INTEREST ON FIXED DEPOSITS For 3 months, 21 per-Cent, per Annum. 8 months, 34 per Cent, per Annum. For 12 months, 4 per Cent, per Annum. T. JACKSON. Chief Manager. Hongkong, 2nd April, 1897. HONGKONG SAVINGS BANK. HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. -INTEREST on deposits is allowed at 32 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

Chief Manager, Hongkong, 1st August, 1895. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

For the HONGKONG AND SHANGHAI

BANKING CORFORATION,

T. JACKSON.

HEAD OFFICE :- LONDON. RESERVE LIABILITY OF SHARE-INTEREST ALLOWED OR CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for an months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong, Hongkong, 19th October, 1896. THE NATIONAL BANK OF CHINA, LIMITED. Authorised Capital ......£1,000,000 

HEAD OFFICE :- HONGKONG. Court of Directors;-D. Gillies, Esq. ChowTungShang, Esq. Kwan Hoi Chuon, Esq. H. Stolterfoht, Esq. Chan Kli Shan, Esq.

Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed, 5 per Cent. Hongkong, 23rd October, 1893.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION (For Sundry Accounts). TO-MORROW (SATURDAY), the 10th April, 1897. at his Sales Rooms, Zetland Street, No. 2, commencing at 2.30 P.M. A LARGE QUANTITY OF USEFUL AND VALUABLE HOUSEHOLD -FURNITURE,

Comprising :--TAPESTRY COVERED DRAWING. ROOM SUITES. SIDEBOARDS, WHAT-NOTS, SIDE TABLES, DINING TABLES, CHESTS OF DRAWERS, EASY CHAIRS, DOUBLE and SINGLE IRON BEDSTEADS, CHILDREN'S COTS, WARDROBES, WASH-ING STANDS, LEATHER and TAPESTRY COVERED COUCHES, OVERMANTLES, COOKING STOVES, KEROSINE STOVES, PICTURES, LAMPS, PLATED-WARE, CROCKERY, GLASS-WARE, &c., &c.

ONE GENTLEMAN'S SADDLE with STIRRUPS, BRIDLE, &c. complete. Several BICYCLES with and without Cushion ONE SEWING MACHINE in Good order.

TERMS OF SALE :-- As customery. On View at the Undersigned's from FRIDAY, the oth inst.

Catalogues Issued prior to Sale. PAUL BREWITT, Hongkong, 7th April, 1807.

Motice of Firms.

NORTH CHINA INSURANCE COMPANY, · · · LIMITED.

ROM this date, Mr. W. H. PERCIVAL will RESUME his duties as AGENT of given. the COMPANY at this BRANCH. By Order of the Court of Directors, L. KENNARD DAVIS,

Acting Agent. Hongkong, 5th April, 1897. THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

URING my Temporary Absence from the Colony, Mr. W. H. POTTS will Act as MANAGER of the above Company. W. STUART HARRISON,

Menghous: Sth April, 1807.

Pusurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,401 Sig. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates, Apply to

DODWELL, CARLILL & Co., Hongkong, and March, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First

SIEMSSEN & Co. Hongkong, 28th May, 1895. THE MANCHESTER FIRE ASSURANCE

COMPANY, ESTABLISHED A.D. 1884.

LIAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS At CURRENT RATES. HOLLIDAY, WISE & Co.,

Hongkong, and January, 1897. GENERAL NOTICE

THE ON TAI INSURANCE COMPANY, (LIMITED.) CAPITAL, TAELS 600,000 } EQUAL TO ..... \$833,333,33 RESERVE FUND ..... \$318,000.00.

BOARD OF DIRECTORS. LEE SING, Esq." LO YEUR MOON, Esq. LOU TSO SHUN, Esq.

MANAGER.--- HO AMEL ARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the Werld.

HEAD OFFICE, 8 & 9 PRAYA WEST. Honokono, 17th December, 1881. NOTICE,

'HE MAN ON INSURANCE COMPANY, LIMITED. CAPITAL SUBSCRIBED .....\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies, CHAU TSEUNG FAT,

Secretary, HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Henekong, sôth May, vice.

Intimations.

OLIVERS FREEHOLD MINES, LIMITED. A N ISSUE of B shares at par is offered to A the Registered Shareholders of the above COMPANY in the proportion of Seven shares for every fifty shares they hold. Every Shareholder on the Register on WEDNESDAY, the 7th day of Apr'l next, will be entitled to an allotment of Seven B shares for every Fifty shares whether A or B registered in his Name. All applica-tions must be made on forms for the purpose, which may be obtained at the OFFICE of the COMPANY on and after the 7th day of April next, and must be filled up and lodged with the Company on or before WEDNESDAY, the 14th day of April pext, together with a Sum of Two DOLLARS and FIFTY, CENTS for every share applied for as a First Instalment. A receipt will be given, which must be forwarded to the Company in exchange for SCRIP.

The SHARE REGISTER will be CLOSED

from WEDNESDAY, the 7th April, to WEDNESDAY, the 14th April next, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, \_\_ General Managers. 35-40, Queen's Road Central,

Hongkong, 25th March, 1897.

THE PUNJOM MINING COMPANY, LIMITED.

ORDINARY GENERAL MEETING of the PUNJOM MINING COMPANY, LIMITED, will be held, at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, Hongkong, on THURSDAY, the 15th day of April, 1897, at II o'clock in the Forencop, for the purpose of considering and if thought fit passing a resolution to INCREASE the CAPITAL of the COMPANY by such a Sum not exceeding RIGHTY THOUSAND DOLLARS as the Meeting may determine by the creation of New Shares of the face value of FOUR DOLLARS each, to be issued at such times upon such terms and conditions and with such preferential or qualified rights and privileges annexed thereto as such Meeting shall direct and if no direction be given

as the Directors shall subsequently determine, Should a resolution within the above terms be pasted by the required majority such resolu-tion will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened and of which due notice will be

By Order of the Board of Directors, JAMES B. DUNCAN, Secretary.

Hongkong, 6th April, 1807. WANTED-EMPLOYMENT.

BY a JOURNALIST with Fifteen Years' or MANAGEMENT. Applicantia a thoroughly practical Printer.

W. MUSKETT, · bjo Houghous Telegraph Office. soughing, 7th April, 1807.

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS SHANGHAI ..... Coromandel ... F. H. Seymour ...... About 17th April. Freight or Passage. Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Ratiways, including the Imperial Ratiways of Japan. SHANGHAI, &c. Socotra .........J. Paine, R.N.R. ........About 22nd April Freight only. Freight or Passage. (Passing through

For Further Particulars, apply to

TRADE MARK.

Hong Name:-

YUEN WO.

TELEPHONE, No. 135.

Hongkong, 9th April, 1897.

TARRAGONA

H. A. RITCHIE, Superintendent,

A FULL RICH

SPANISH PORT.

Per Dozen ...

GANDE PRICE & CO WINE AND SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL. . Hangkong, 31st March, 1807

W. POWELL & CO.

OUR NEW STOCK OF

PITH HATS.

JUST ARRIVED.

Hongkong, 3rd April, 1807.

W. POWELL & CO.



THE "HONGKONG BUTCHERY" COMPANY.

Nos. 11, 13 md 15, CENTRAL MARKET.

FRESH BEEF AND MUTTON CORNED BEEF AND TONGUES VEAL SAUSAGES.

Hongkong, 13th Marke, 1897.

田

FOR HIGH PRESSURE CYLINDERS.

AS USED THROUGHOUT THIS UNITED STATES NAVY, PACKING HAS GIVEN GREAT

SPIRAL SATISFACTION WHEREVER USED. 82.00 PER POURD.

ALL SIZES IN STOCK LANE, CRAWFORD & CO. Praya Contras. Hangkong, 19th March, 1807;

The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES, Chesper Qualities for Low PRESSURES. The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty

Intimations.

UNITED ASBESTOS ORIENTAL

AGENCY, LIMITED.

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.

for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedobatt and Transport in H.M. Service. "SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES. SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT......THOS. SKINNER.

DODWELL, CARLILL & Co., General Agents.

NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIRI WATERFALLS IN KOBE.

Analysed and pronounced by the Imperial Japanese Hygienic Laboratory or OSAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c.

APPLY TO

L. M. ALVARES & CO.,

No. 17, QUEEN'S ROAD CENTRAL Hoogkong, 12th March, 1807.

MOUNT AUSTIN

-T;400 PEET ABOVE SEA LRVEL. TELEGRAPHIC ADDRESS,

"EXCELSIOR," HONGKONG, A. B. C. Code.

TELEPHONE,

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN TIFFIN AT I P.M.

DINNER AT 8 P.M. ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DIMING-ROOMS.

For further Particulars apply to

Hongkons, 27th July. For

THE MANAGER, MOUNT AUSTIN HOTEL.

FOR SALE.

MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz, plats .....\$35 per case, z doz quaris.....\$33 do

Hongkong, 13th February, 1807.

SHEWAN, TOMES & Co. Agents.

W. BREWER & CO. JUST LANDED

A LARGE STOCK AND GREAT VARIETY OF LADIES' and GRNTLEMEN'S TENNIS.SHOE'S,

LADIES and GENTLEMEN'S HOUSE SLIPPERS, (VERY CHEAP.)

Hongkoug, 5th March, 1897.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic, Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN. FLETCHER & CO. CARMICHARL & CO.

CALDBECK, MACGREGOR & CO.,



TELEPHONE-75.

AND SPIRIT MERCHANTS, ALE AND STOUT IMPORTERS, 15, QUEEN'S ROAD.

ESTABLISHED in SHANGHAI, LONDON and GLASGOW. Accentises in all the Principal Ports of CHINA, JAPAN and the

Florightone, and April, 189

Straits.

#### a'dud-up Advertisements.

THEATRE ROYAL CITY HALL

SOCIETY'S RE-UNIONS. Continued Triumphant Success of the Mosttravelled Entertainment in existence, -HUDSON'S SURPRISE

PARTY. TO-NIGHT | TO-NIGHT | | TO-NIGHT | | ANOTHER GREAT AND GLORIOUS PROGRAMME, EVERYTHING NEW. Introducing A symposium of sweet song and sustained

screechers, And such nice creatures in the show, And the show is not " shofel." It's the best of its kind in Hongkong. That's a big say, is it not? It is true, though, and we are cormorants for

Instantaneous "catch-on" of our impersonations of peculiar people. Complete capture of the convocation by our amusing performers.

The clever company consistently causing cachination And the heart of the manager pulsates with a great joy.

Prices as Usual. Box Plan at Messrs.-W. ROBINSON & Co.'s Music Warehouse. Smiling at 9.15 P.M.

THOS, P. HUDSON. Hongkong, 9th April, 1897.

CONTRACT FOR BUILDING A SANATORIUM FOR NAVAL AND DOCK-YARD OFFICERS AT VICTORIA GAP, PEAK, FARM LOT No. 63.

TERSONS desirous of Tendering for the above are requested to deliver their Tenders Sealed and Marked "TENDER FOR SANATORIUM," not later than 10 A.M. on FRIDAY, the 16th Agell, 1897, addressed to the COMMODORE-IN-CHARGE, H.M. Naval

Establishments. Plan, Specification and all Particulars can be obtained on application to the Assistant Civil ENGINEER, Officer-in-Charge of Admiralty

The right to reject the lowest or any Tender H.M. N. val Yard,

Hongkong, q h Ard , 1897. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTEA, PENANG AND SINGAPORE. THE Company's Secumental

"KUTSANG"

having arrived from the above Ports, Consignoes of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon of the 13th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hangkong, oth April 1807 CHINA NAVIGATION COMPANY, LIMITED, FOR CHEFOO AND TIENTSIN, VIA

SWATOW. THE Company's Steamship

"NANCHANG," Cantain Finlayson, will be despatched as above on SUNDAY, the 11th Instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

Hengkong oth April 1807 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

Captain Hail, will be despatched for the above Ports on SUNDAY, the rith instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, oth April 1807.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. (Under Mail Contract with the Austrian GOVERNMENT).

STEAM TO SHANGHAI AND KOBE: HE Company's Steamship

"GISELA." Captain G. Grisogono, will leave for the above places on FRIDAY, the 16th instant. For Freight or Passage, apply to SANDER & Co.,

Hongkong, 9th April, 1897.

## Intimations.

DAKIN, CRUICKSHANK & COMPANY. VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

EMONADE.

CINGER ALE.

D ASPBERRYADE, &c.

DAKIN, CRUICESHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSES and

other Large Consumers. Any complaints should be addressed to the Manager. Hongkong, 1st March, 1897.

TO SUBSCRIBERS. SUBSORIBERS TO THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## Intimation.

WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out,

SHERRY.-Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines,

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raising and currents. as is generally the case with Chesp Wines.

BRANDY. -All our Brandy is guaranteed to be pure COGNAC, the difference in price being mercly a question of age and vintage.

HISKEY .-- All our Whiskey is of excellent quality and of greater age then most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local counsistence to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Gordkong, 15th September 1806.

HONGKONG, FRIDAY, APRIL o. 1807.

THE CRISIS AT SHANGHAI,

On Wednesday we had a general crisis which the "little public" in the north is passing through, and we pointed out that if the action of the Consular Body in completely overthrow ing the Municipal Council is followed up in a proper manner the taxpayers at Shanghai may benefit considerably, by having their Council recognised as a properly and popularly constituted body and invested with jurisdiction and powers of its own. That it would be better to give the Council greater powers than it now possesses is evident from the fact that the system of dual control and the right, unfortunately too often exercised. of the Consuls to step in between the duly elected representatives of the ratepayers and the Chinese, authorities, has resulted in the Municipal Council being "shown up" to the natives as a mere tool in the hands of the Consuls and completely, it would seem, at their mercy. It was doubtless wise in years gone by to so arrange matters consular and municipal that the Consuls should be recognised as the real controlling power and the proper medium of communication between the Council and the thinese authorities, but "the times change and we must change with them ' or suffer. The times have changed enormously and rapidly, at Shanghai and yet the system of government in vogue to-day is virtually the same as it was thirty years ago. There has been no attempt to divide the two controlling powers and give to each the authority and the power which it is manifestly their special function to exercise.\_. The Consuls have held the reins, have meddled with municipal affairs whenever it suited their purpose to do so, and have thereby often paralysed the power of the Council to do real good and carry out reforms which it had reason to believe would resul in benefit to the great mass of the popula-

It seems to us that the Municipal Council are acting fully within their powers and exercising a wise discretion in raising the license fee on wheelbarrows. It has been levied at the rate of 400 cash, or about a third of a dollar, per month for some time past. It was proposed to raise it to 600 cash a month, and the reason assigned by the Council for the enhancement of the fee was the increased expense entailed upon the Municipality by the heavy wear and tear of the roads under the traffic along the principal thoroughfares of the single-wheeled vehicle, heavily laden as it usually is. The cost of repairs nearly swallowed up the whole amount raised from wheelbarrows at the smaller rate. It may be suggested that too short a notice was given the wheelbarrow proprietors. That, we think, is so. The proposals to raise the license fee were made on the oth March and the new rates came into force on the 1st April. As to Mr. ALFORD's suggestion that wheelbarrows should be got rid of altogether-for that is what his remarks at the annual meeting of ratepayers point to-we can only say he is very

stupid. In Shanghai the wheelbarrow i a necessity, a disagreeable necessity may be, but still inevitable. The Chinese business of Shanghai could not carried on without them. They conduct an enormous traffic across the Settlements and every increase in their number is a signof a greatly increased business. What would Mr. ALFORD substitute for themcoolles or trams? They are the only two possible substitutes. For trams, all the streets parallel to the Bund are toonarrow, and one coolie carries on a wheelbarrow what it would probably take four to carry on bamboos. It seems regrettable that the wheelbarrow was the only tax raised at the last meeting of the ratepayers and was not, as MR. Morrison suggested in very able address, postponed until it could form part of a general scheme. But the question is not now whether the tax ought not to have been increased, or whether sufficiently long notice was given, but whether the Consuls have acted wisely or foolishly in interfering with the Municipal Council in support of the coolles when in open revolt. The Council may have been unwise in: its action, but the Consular Body have been still more unwise in weakening the power and authority of the body to whom the government of the united Settlements has

## TELEGRAMS

been entrusted by the nationalities

concerned. It is of ill omen for the

Council and for the Consuls.

(Special to Hongkone Telegraph.)

BRITISH MINISTER A' AMOY.

Amor, April 9th. Her Majesty's ship Narcissus, with Sir Claude and Lady MacDonald on board put in here to-day. She is ets route for Hongkong from Korea.

She leaves here to-morrow morning for Hongkong direct, and the Minister proceeds promptly to Canton.

NEW FOREIGN SETTLEMENTS.

Amov, April 9th. An official deputed by the Viceroy of Fuhkien has arrived here to mark out German and Japanese concessions at this

REUTER'S MESSAGES.

SIR WILLIAM HARCOURT'S PROPOSED ADDRESS TO THE QUEEN. LONDON, April 7th,

Mr. Balfour has refuted to fix a day for Six William Harcourt's motion unless it is intooded as a vote of consure. Six William Harcoust has ignored the challenge,

GREAT BRITAIN AND GREECE. It is denied that Great Britain has made any overiures to Greece, except those in which she was acting in concert with the other Powers.

GREECE AND TURKEY. The whole of the Turkish Army was under arms on the frontier yesterday expecting an attack at any moment.

## LOCAL AND GENERAL.

GYMEHANA to-morrow-stig.45 p.m.

H:M.S. Grafton is at S'rughai, and the Immer taliti is at Chemulpo. HALF-a-dozen careless Chinese were fined \$10

each at the Magistracy this morning for wasting THE rickless driving of a truck along Queen's

on the culprit. AT Penang the other day Mr. D. A. M. Brown easily won the Golf Championship from Mr. C Brown by 4 up and 3 to play, while Mrs. Dallas,

Road resulted in a fine of \$25 being imposed

in the Ladies' match, came out far ahead of the other competitors. WE understand that a scratch four-oaxed race is being arranged at the Victoria Recreation Club. The crews for the competing boats are to be picked to-morrow and the race is expected to

take place about a fortnight bence. MR. MARTY'S claim against the Chinese authorities of Hainan is for \$500,000, not five million dellars as it was made to appear in our last issue through an industrious "comp" adding on an extra o to the figures of our Hainan correspondent.

THE paid-off crews of the men-of-war recommissioning here have all been turned over to the | that there is some prospect of their strong and Endymion and Minerva. The latter will undergo | honourable claims being Mily investigated, with her steam trial to-morrow, and if all goes off a view of a selection at least being made of those satisfactorily the two ships will sail for England I most deserving. on Tuesday, the 13th inst.

loonacy,

IT is stated in a London weekly that Queen Victoria's daily income is £1,600. The Resperce of Germany gets £2,000 a day. The King of Italy manages to get along comfortably with £1,600 daily: Austria's Emporor is credited every day with £2,500, while the Tear of All the Russias scoops in the trifling sum of £6,000 every twenty-four hours.

A CANTON correspondent writes suggesting that a very appropriate permanent memorial of the Queen's Diamond Jubiles would be the granting of free registration certificates to all Beitishers. residental treaty ports, instead of mulciling them needlessly in the sum of \$5 every year of their lives. That would, he says, be the cause of much jubilation; not because the tax, or tribute as it is estretimes termed, is a burdensome one but for the reason that It is distanteful to the majority of Her Mojesty's loyal subjects.

THE scheme of Sheng Taotal to establish a high As we were going to prose this evening, the school at Shanghai is, according to a pative paper, to be shortly put into practice. The China Gazetie says the expenses will be paid by the China Merchants Steamship Co. and the Imperial Chinese Telegraph Administration, and the Yungchl-fu prefect, Mr. Ho, is to be the first president of the new High School.

DURING the weekly parade of police at the Central Station this afternoon, Captain Superintendent May presented medals for good conduct and efficiency to the following officers :- Indian Sergeant 681, Sallg Ram (4th class), P. S. 190, Tang Chung (3rd class), .P. S. 158 Wong Pun Tak, P. C's 137 Han Hang, 143 Au Hing and 254 Chi Kwai Lan (4th class.) The three branches of the force were formed in hollow square and Captain May addressed a few words of kindly encouragement to each of the recipients and complimented them on their seal and efficiency in the discharge of their duties.

THE leading article in the Peking and Tientsin Times of the 27th March deals with the progress of China. The Editor seems to have discovered some breakers at no great distance shead and therefore sounds a warning note in the following style:-- " Truly the awakening of China has come at last and some are disposed to wonder whether the group of interested spectators, representing many nations, who have so persistently disturbed the slumbers of this ancient Empire, will not find it necessary during coming decades to prge moderation in pace and discrimination in the methods by which i strives to make up for centuries of lost time,"

At the Magistracy this afternoon the inquest on the woman, who was supposed to have died of polsoning at 22, Queen's Road East on the 26th ultimo, was resumed. Mr. Frank Browne Government Analyst, stated that he examined the medicines supplied deceased by Dr. Kwek, but found no poison in dangerous | book. quantities. In the cantents of the stomach of deceased he found one-eleventh part of a grain of morphine, which indicated that she had taken opium in considerable quantity. Dr. Atkinson stated that after having heard the result of the analysis he thought death was due to oplum poisoning and the symptoms described by Di Steadman were also consistent with this. brother and sister of deceased said she never toook opium and they never had any in the house. The jury returned the following verdict -" Death by opium poisoning, but how or by whom administered to deceased there is no evidence before the Court to show."

An exceedingly interesting lecture was delivered at a meeting of the Odd Volumes. Society at the Chamber of Commerce rooms, this afternoon by Dr. F. W. Clarke (Medical Officer of Health) Mr.H. E. Pollock presided and there was a good attendance. Dr. Clark took for his subject "The Sait of the Earth" gave many strange and instructive details connected with what he termed "the most used mineral and the one most essential to mankind." The formation of the old sait bids was described geologically and the lecturer described the use of salt-from vital, dietetic, medicinal; historical and biblical points of view. The celebrated sait lakes and beds of Poland, Spain India, and England were dealt with and also old traditions regarding salt and its importance to the revenues of the world. A number of samples of sait for European and Chinese use made in Hongkong from sea-water salt brought from Fuhkion were exhibited, also specimens of preserving salt from Salgon, and English rock salt. The lecture was thoroughly enjoyable and hearty vote of thanks was accorded Dr. Clark.

WE trust (says the Army and Navy Gazette) the report is well founded which attributes to Her Majesty: a desire on the occasion of the forthcoming Jubilee celebrations to recognize for tome way those veteran officers who served in the biggest war of her glorious reign in which British troops have been employed. There are many still living who have been left ruthlessly in the cold year after year. It would be to them in the autumn or winter of their lives a source of immense satisfaction to find that their Sovereign had reserved for them some fitting acknowledgment. There is no way, it seems to us, in which the Royal Victorian Order could be better made use of, if the regulations; of the Bath, as it contended, are fixed and binding, notwithstanding the special circumstances of the cases than in doing honour to a body of public servants who helped materially to maintain the prestige of British arms forty-two years ago in the Crimes. Many of them subsequently saw service in the Indian Mutiny. To allow them to go unrecognised at a time of such national rejoiding would, indeed, be a poor return for all their long services, and it is gratifying to know

THE Surprise Party's new programme attracted Bicycles or no bicycles, said Mrs. Comtossel. a large audience at the Theatre Royal last night with great emphasis, 'Woman's zights ex no the Naval element being very strong. In the woman's rights, I don't believe in women's first part of the programme a number of new wearin' bloomers.' 'No more do L' replied the songs and dances were given and Mr. Hudson's husband, 'To my thinkin!', it's down right Jokes on the "corner" filled in the intervals lunacy." 'Maudy, it's wuss'n that. It's panta- | with hearty laughter. The latter part of the programme was exceedingly, well appreciated, and the performers all had liberal applause. The Thornton Sisters were recalled for their neat-little aketch and Miss Ida Rosslyn had to comply with three recalls for her pretty seriocomic scene. A quartette "Good night, beleved" by Misses Stanbridge and Elliott and Messrs. Reed and King was an admirable performance that fairly won the loud applause of the audience. Miss Habgood ably sustained her seputation as an instrumentalist and all the other performers executed items in capital style. The Gourlays in their impersonation of Miss Ellen Terry and Sir Henry Irving gave one of the mos amusing and cleverest sketches of the season, and Tommy Hudson's farce, "Min-ne-ha-haat the close of the programme kept the audience in one great peal of laughter, T. P.'s make-up being funny in the extreme. The programme Regiment. will be repeated this evening. Copies of four of the Party's popular songs will be presented gratis to all patrons of to-night's show.

second meeting of the Diamond Jubilee Permanent Memorial Committee was held in the Board Room of the Hongkong and Shanghai Bank. The Hon, C. P. Chater presided and Captain Superintendent May, C.M.G., was examined at length regarding his proposal for a hospital. for women and children and a nursing scheme,

THUS the Stratts Times of and April :- Members of Council must really, be more careful Yesterday afternoon's vote was being put on the question of the widows and orphans' pension scheme. The Governor extefully explained that only the unofficial members were asked to vote, but upon the question being put one officiala very new one, it is true-declared himself emphatically on the side of the "Ayes." Then His Excellency, in his wrath, furned upon the offender and said caustically: "If the hon. member had been good enough to pay attention, be would not have voted. I distinctly asked the official members not to vote." And, if it be possible, the hon, member felt somewhat small, -a new sensation, we fancy.

WE have just heard of a case of what looks remarkably like wasting the time of the police. It seems that a gentleman reported at one of the stations that his servant had cleared out with they will make Canton their headquarters and some \$50, with which he was to have paid the other servants' wages, and it was also stated that | gers into the same Company's vessels bound some money was missing from the employer's clothes. The police set to work and speedily had the missing one under arrest. When called upon to appear at the Court the employer refused to prosecute on the ground that the prisoner had promised that he would return the money and it is understood that he had also given security to that effect. The police think that those people who complain of peculant house servants should not stand in the way of their getting their deserts when they are brought to

ACCORDING to Dr. Roux, of the Pasteur Insti tate, Paris, the microbe of the plague is easily killed by antiseptics, and a temperature of 140 deg. Centigrade, which is considerably over that of boiling water. The microbe, however, retains, its vitality in the soil, and hence it flourishes among the dense populations and insanitary arrangements of Eastern countries. appears from the existing data that a moderately high temperature favours the spread of the plague, but that extremes of heat or cold do not. There wre, however, some excep tions to this rule; for instance, at Smyros in 1735, the heat was excessive; and in Roumelit, in 1737-38, the plague continued when the temperature was as low as 3 deg Fahrenhelt. The question whether dryness of the atmosphere binders or helps the epidemic is unsettled. It is now quite certain that Di Giuseppe Sanarelli has discovered the microbe of yellow fever. He has prepared a serum and vaccinated over 2,000 animals with it. results have been most encouraging, semedy is really efficacious, Dr. Sangreill will gain the prize of £30,000 offered by the Brazilian the West River; (c) two steamers of about

## SPORTS & PASTIMES.

THE FIRST GYMKHANA. The first race will be run of at 3.45 to-morrow

Judging by the entries there seems every

prospect of capital sport-good fields, first-rate time, and close finishes in at least two of the The first race is the Half Mile: weight for

inches. The distance is too short for Tocsin

neither is it likely to suit Voltigeur. Harkaway should make a good bid for honours, and he, Wakeful Joe, Sport, Morrison and Magpie should have a good struggle for victory in the Straight. As regards the Gymkkana Cup it is probable that Polo, who got third place in the Hongkons Derby a couple of months ago and did very wel at the recent Foschow meeting, will be a hot favourite and easily secure a place, but it must be remembered that he has to try conclusions with the speedy and game Gleniffer and will also be in company with Crabappie, Hermes, Saucy and Magpie. He is, however, a good little racer and anything that beats him will have his work out and must be ridden with great judgment. Polo seems almost too good for Gymkhamas and it is surprising to some that his owner does not give him a holiday and bring him into training for the Hongkong meeting. If carefully handled and not over wrought why should not Pol make his mark on the Far Eastern turi lower records, and upset many a pot? Far less

accomplished again. In the Hurdle Race we shall have an opportunity to see what sort of timber-skimmer Kingscote is. He will doubtless meet the redoubtable Voltigeur, show his heels to Humbug and find -Visitant II hard to cut down when it comes : spurt at the finish.

promising mokes have done it before now, and

what has been done before can of course be

A MATCH A match, to be run off just after the first race has been arranged between Captain Burney's Sharpnell

Captain Barry Drew's Whipcord.

RACQUETS. The Racquet Tournament, under the auspices of the Hongkong Cricket Club, has been brought to a conclusion. Colonel Gordon, W.Y.R. defeated Mr. M. D. Wood, W.Y.R., in the final tle and so wen the Championship. In the final tie of the Double Handicap.

Lieut, Bradshaw, R.N., and Commander the Hon. G. A. Hardinge, R.N., (scratch) defeated Lieut. Shelford, R.N., receiving 6 points.

The first tie of the Quarterly Pole Tourns-

ment was played off on Wednesday at 5 pim.

the competing teams being:-West Yorkshire Regi-R.A. Capt. Burney Back. Mr. Tow Back. Mr. Grayson 3 Mr. Wood Mr. Spenote 2 Mr. Buttard

Mr. Gordon X Mr. Cruicksbank z H.E. the Governor was present and also s few ladies. The weather was very unfavour-

able. The Regiment won the tess and looked for a time like scoring easily. They only got a "subsidiary," by Mr. Tow, in the first quarter. The gunners had the wind with them in the second quarter and Bussard made a "subsidiary " and Grayson a goal. When ends were changed Wood scored a goal for the Regiment and no further score was made fill just at the close; Wood made the winning goal for the

The victors meet the Clab team at 5 p.m. on h Wednesday neits for the final tie.

## THE OPENING OF THE WEST

Daring the past few days we have caused inquiries to made in various quarters with a view to placing before our readers reliable isformation respecting the number of vessels under foreign flags that are likely to ascend the West River as soon as it is declared open to foreign trade in the near future, and certainly not later than the 4th June.

It appears that lostead of only two, as previously announced, there will be six-two owned by the Hongkong, Canton and Micao Steamboat Company and four by Chinese.

THE STEINBOAT COMPANY'S VESSILS, specially constructed for the trade, are named Lung Shan and Lung Riang. They are small in comparison with the same Co's palatial Canton and Macao liners, but they will carry a fair amount of cargo and no doubt as many passengers as will be necessary in the ploneer days of the West River trade. Belog of light draft they are not likely to meet with much, if any, difficulty elther in the West River proper or in the approuches to it from Canton. It is said that when there vessels commence running to Wachow-fu there tranship their through cargo and passonfor Hongkong. If such be the letention of the directors it will doubtless prove a wise policy, for with two boats on the Canton-Wuchew route. keeping up regular and ravid communication between the two populous cities named, these ploneer boats will doubtless prove very useful "feeders" for the larger vestels of the Company's fleet. At present the Lung Shan and Lung Riang are sunning on the Macao and Whampos routes, and we hear that Captain Clarke, who commanded the Heungsham with marked success on the Hongkoig-Macao line for some years, and who recently made a running survey of the West River, will be in command of the first merchant vessel under the Bridsh fisg to reach Wuchew, namely, the aferesaid Lung

In addition to the Steamboat Company's trim little pioneers there are at least four other steamers preparing to take part in the scramble for the good things which generally fall to the lot of those who are first, or early, in the field. The latter are

CHINESE-OWNED VESSELS, ranging from 80 to 400 tous register, of moderate speed, and with fair passenger accommodation. As far as we know at present, they consist of (a.) the Sai Ho (which is the Cantonese for West River, the words Si-Kinng being the mandarin pronunciation of the Chinese characters; (b.) the Winglowg, which is at present lying in Yaumati Bay awaiting orders to ascend 60 to 80 tons register now almost ready for

The Sal Ho is the ploneer boat of the Foon Soon Steamship Company, Lt'd, a private concern promoted by Mr. Ley Kum, a British subject. The Foon Soon Company has four more steamers under construction and one of them is now being finished off at Canton, whence she and the Sat Ho will run to Wuchow as soon as they have been duly passed here by Lloyd's Surveyor and the Harbour authorities and receive permits to fig the British flag. The Sat Ho is a twin screw, steamer of about 400 tons register-and was built and engined at Foothow Arrenal during the Ching-Japan war and was intended as a troopship and despatch boat. She has now been purchased by Mr. Loy Kum, storesaid, and has been fitted with a fore-and-aft awning deck. She will arrive bere shortly from Canton for survey and a trial over the measured mile,

After the above was in typs we received: information to the effect that there is one more Chinese-owned steamer being got ready for the West River. She it a small vessel, and we understand that Mr. Chan Hewan of the Chan On Insurance Company, is at the head of a syndicate, styled the Kwong Wan Steamship Company, which has been organised to promote trade between Hongkong and the province of Kwang L The Compay's vessel will call at all the ports mentioned in Sis Clands MacDonald's notification to His Excellency the Governor re the opening of the river, which reads as follows :-

Peking, 19th Pebruary, 1897. Sir,-I have the honour to inform your Excollency that an agreement was signed here on the 4th instant on behalf of Her Majesty's Government, by which the Chinese Government engage to open the following places, namely Wechow-fe in Kwangs!, and Shamshul city and Konekun market as Treaty Ports and Consular Stations, with freedom of navigation for steamers between Shamshul and Wuchow and Hongkong and Canton by a route from each of these latter places to be selected and notified in advance by the Imperial Maritime Customs, and also that the following four places shall be established as ports of call for goods and passangers, namely, Kongmoon, Komchuk, Shuihing, and Taking the sercement to come into lorce within loss months of signature.

The necessary instructions have already been issued by the Tsungli Yaman to the Inspector-General of the Imperial Maritime Customs, and also to the local authorities of Kwangtung and Kwangsi,

I have the honour to be, Sir, Your Excellency's most obedient humble.

CLAUDE M. MACDOMALD.

We understand that the Saf Ho will be commanded by Captain Wong, a Chinaman who is a naturalised British subject and who holds a master's certificate of competency issued In Hongkong. The Kwong Wan Co's steames, has been built by the Hongkong and Whampon Dock Company, is now nearly ready for see, and has been christened Sthong.

It has been suggested from time to time that the West River-trade is not likely to become very important, that it will be sure to develop very I slowly, and be a very uncertain quantity for some years to come. That is a distinctly, pessimistic view to take of the situation and is is not supported by the facts, is it to he supposed that the Hongkong Chamber a Commerce would have no continuously persoyated

in its agitation for the opening of the river if I had not been convinced that the play would be worth the candle? Is it reasonable to suppose that Sir Claude MacDonald would have pressed the question with such promptitude, and such eminently satisfactory results, on the attention of the Chinese Government unless he was folly satisfied that British trade would be greatly benefited thereby and that at the very lesst it would be a very important means of protecting British commercial interests, which stood in danger of being assailed by those who openly boasted that the projected French rallways into the province of Kwangii would effectually draw off the West River route whatever commercial advantages might have accrued from the opening of that great waterway to foreign trade a few years ago? And is it fair to assume that our Chinese fellow-citizens would show such activity in the matter of preparing to take part in the West River trade unless they were assured (and who is likely to have better means of knowing than the Chinese) that they are taking no false step. That the trade at the will be small in comparison with. be a few years hence taken for grinted, but that It is likely to be overdone with the halfdozen boats that are to ploneer is improbable. Moreover, with the new regulations in force for Transit, Passes, which we published on Wednesday, and the fullest recognition by the Chinese authorities of the provisions of Article XXVIII. of the Treaty of Tientsin, we may with confidence look ferward to a much-needed and fairly rapid expansion of the import and export trade of South Chins, in the benefits of which Hongkong will unquestionably not be an insignificant participator.

SHENG TAOTAL'S MEMORIAL TO THE THRONE ON RAILWAYS.

In our fasue of the 3rd instant we published two extracts from a translation of Sheng Taotai's memorial to the throne on railways, showing that the memorialist's opinion of foreigners is not quite as favourable as was generally supposed. We give to-day the full text of the translation, as, Inview of the fact that he is Director-General of the Rallway Bureau and the "moving spirit" in the Imperial Bank of China and so is likely to have large dealings with foreigners in various ways cur readers to know what opinions this high official expressed to the youthful Emperor of Chinz, who would seem to have implicit confidence in his memorialist and be inclined to give him a fairly free hand to carry out the schemes which are just now occupying his attention. It is as well that we should know what Sheng's views are, and, engrossed in books and ancient learning assuming our translation to be a fairly accurate one; we are now able to place on record a few of his ideas about wast undertakings that may, in proper hands, he carried to a very successful thereof are always entrusted to a general manissue. The memorial reads as follows :--

be the main read from north to south, and will transport of goods. The advantages of this road with success. If this work is successful, fully set forth in the following memorial: satisfactory way to build this road would be ally need elicit no regret, but how about the with government funds and under Government Consequences to the State? Herein her the control. It is to be observed, however, that the difficulty to placing the responsibility for this large sums required would be difficult to provide. I road in my hands. Morcover, it is to be feared that diverging views of viceroys and governors would lead to confusion and bring the work to a standstill. This has been the experience with the shippards at Forchow, which, when undertaken, were regarded by Tso Wen-halang and Shen Wen-shu | for adoption or amendment, as destined to be of great importance, but which proved a fruitless waste of public funds. The have shown themselves incapable of developyards are a profit and advantage, with us they are a drain upon the State. From that case we may infer what would happen in this. The result would be the same. Herein lies the difficulty of Government control.

The construction of the road by merchants with private mercantile capital may be advocated as being convenient and simple. But Chinese merchants are short-sighted and of feeble expectation of profit. When they ask how soon the road will be finished, and are told in four or five years, and when they learn that the necessary capital will exceed 40,000,000 taels, and when they are fold that the road will not be completed for four or five years, during which time no interest will be paid upon their investments, there will be none who will not turn away dissatisfied. Chinese merchants make no farseaching plans. The literati and the wealthy secretly invest their funds in some substantial property, those who have money only fearing that others may know that they have it, while In the south the resources of the merchants merchants and traders use their capital in their business, and they expect a daily return from it Herein lies the difficulty of forming a Chinese stock company.

could easily be had if foreigners also became shareholders in the company. If, however, 10th, 1896) Mr. Chang Chen-heun, Chinese Conforeigners become shareholders the entire control of the business will fall into their hands. .The primary purpose of this road is to be the transport of troops. In case of an emergency the foreign members of the company will stand road, and that there was no way to induce them | The supervision of work and material, the survey apart and will not permit the shipment of soldiers and provisions, and the very purpose of the road will be defeated. It is further to be feared that this plan will give foreigners pretexts Hen Ying-chiang provides that the railroad is in and able men employed. There must to demand for each country some share in the fact to be extended to Canton, with which purity of administration and avoidance of advantages, and they will strive with one another in their demands until the construction of all the roads will be usurped by them. To that country to which the reads belong to-day, of said company, but solely in order to be able talented men and assume this great undertaking representative, In the Hon, R. E. O'Connor, we Herein lies the danger of foreigners becoming joint stockholders in the company,

If the proposal is made that by a foreign loan trouble would be saved and efficiency increased, it is to be pointed out that the Goverament has already hypothecated the Customs revenue to secure its leap. Hence have the foreigners flocked here like ducks. But if the rallroad company under its own name makes a loan to be repaid by fiself as a purely commercial transaction the road is the only security to offer., Before the completion of the road there will be no guarantee for the principal and Interest of this lose, and, as foreigners will not land without security, it will be necessary for the Government to endorse the loan, guaranteeing the payment of principal and interest. This is

the difficulty of making a foreign loan. It is proposed now to make some inquiry into the traffic that will arise in the territory adjacent to Lu Kon Chiso and Hankow. The merchandismand passengers of the south-eastern provinces and the grain of Klangsu and Cheklang can be carried from Shanghal to Tientsin for the same cost and in the same time as from-Shanghal to Hankow, alt will be out of the question to forward them after their arrival at Hankow northward by rail. Thus the railroad will hand'e only traffic originating in Yunran Kwelchou, Szechuan and Hunan. The road will be long and its expenses numerous; the capital will be great; the profits small-The merchants of China have long since taker these aspects of the subject into consideration. Further, the road will cross Hupeh, Hongo and Chibli, where wealthy people and great merchants are few. For these reasons if an attempt be made to get subscribers to take stock on the basis of the Lu-Han line only there will be few applicants. It is only in Canton and Shanghai that foreign affairs and commercial questions are beginning to be understood, and even therethe Lu-Han railroad will be regarded as too remote an undertaking. Herein lies the difficulty of relying solely on the Lu-Han line to first the company's stock.-

The German engineer, Hildebrand, speaking of this trunk line, says that by way of Hsinyang-chou, straight as a bow string, the line would be 2,800 If long ; vid Helang Fan, curved like a bow, it would be 3,200 // The Tientsin-Lu Kou Chiao line, with which we may compare this, is 216. If long, and its cost is estimated at tacis 2,400,000, or an average of 13,000 tacis per M. To this must be added the cost of a large bridge over the Yellow River, as well as the cost in the near future, it may interest not a few of of cuts in mountains and embankments in low lands, which may be estimated altogether at 4.000,000 tacks. The surveying, charting and building of the line, conducted with the nimest expedition, would require from four to five years,

It is probable that if a work of this difficulty and importance were entrusted to a man low rank and narrow-minded like myself, scholars would regard it as an unprecedented and re- per cent, per annum may be added to the prinmarkable procedure. They do not know that as closi. Supported by the credit of the railroad public companies are constituted the finances company these shares would without doubt be ager elected by the shageholders. They may The road from Lu Kou Chiao to Hankow will I remark that if authority is placed in the hands of one man, and he fails to do as others wish, he be of primary importance for the defence of the | will be adversely criticized, and may be removed capital, and of secondary importance for the from his post when his efforts have been crowned and the difficulties of its construction are respect. I it fails, there will be no uncertainty in fixing the responsibility therefor. If this undertaking It may be urged that the expeditious and collapses in midway what happens to me person.

> The above matters have already been explicitly laid before the authorities at Tienisin and Hankow. Being now honoured with orders to come to Peking for a personal consultation ! becomes my duty to set forth my views thereon

In the first place, I request that a general rail. way company be, especially created, that the Lu-Han tronk line be first built, that the road ment and extension, and though with others such I in other places, as from Soochow to Shanghal, Canton to Hankow and elsewhere, he likewise layour, committed to this company for construction in their proper order, and that no other company be established. It is probable that stockholders can readily be found among the merchants of the south-eastern provinces for this line in the north-west. An end can thus be put to the prying of foreign countries, and we will be rid of numberless troublesome hangers-on. If foreigners resources. They are unreasonable, also, in their | come to consult the Government on this question they may be referred to this company, as is now done in telegraph affairs, and this company will discuss their business in an equitable spirit, Thus will the power of the State be strength. ened and many upstert schemes suppressed.

It is respectfully observed that the joint memorial from the viceroys of Chihli and Hukuang recommended that the construction of the railroad from Scochow to Shanghai be entrusted to the Lu-Han company, and that no 'other company be founded, because it was foured that if railroad building were simultaneously undertaken in the north and would fall short. It was still more feared that the merchants in the south would devote their mergy solely to the southern road and allow the northern road to fall behind. It would be better to have them undertaken both under one It may be suggested that sufficient capital management, in which case the northern line can without doubt be first completed.

On the fourth day of the eight moon (Sept, sul at Singapore, returned to Shanghal. In a the jealousy of other powers will be to a great personal interview with me he said that the degree avoided. Chinese merchants at the ports of the southern There have hitherto been in China no special seas and at Canton and Hongkong were all facilities for learning the art of railroad building. averse to subscribing for shares in the Lu-Han From foreign workmen the Chinese will learn. to do so, but that if the Canton road were and examination of the ground, are matters of authorized the Cantonese would be pleased to great importance, and call for the possession o enter the company. To this it is to be observed | knowledge. For these duties conspicuous ability that the plan for a stock company prepared by is indispensable. Skilful men must be found city connection will eventually be made. The maipractices. company whose organization is requested will Your memorialist is like one who examines not confine itself to the Lu-Han line, and this | the heavens through a tube or sounds the ocean

road company be authorized to foose Acoust | premise for the State

shares of stock of the face value of tacls 100 each, making the total sum, if all paid up, of taels 40 000,000. To carry out this work from beginning to end the procedure will be as follows: It is proposed to collect at first the sum of tacks 7,000,000 as a primary fund, and to secure a government subscription for 3,000,000 taels as slock, that the government may set an example to others. For the amount of this government subscription the company's stock shall be issued in the same manner as for shares taken by merchants; which stock will be delivered to the Board of Revenue for safe keeping. When the road is completed the government stock will draw interest at the same rate as other stock, and may either be permanently kept as an investment, or, when the ordinary commercial shares are paid up, the government stock may be paid off as the officials may pieler. In the memorial handed in hy the southein Superintendent of Trade, wherein te requests the building of a railroad from Woosung to Nanking, the following statement is made:

"The cost of the road is estimated at 7,000,000 taels. There now temains on hand from the loan contracted from Messrs. Arnbold, Kurberg & Co., the sum of tacls 2,500,000, and it is believed that within two years the Sali Gabelle of Klangan and Anhul will be able to furnish 1,000,000 more, making tacks 3,500,000 in all, or enough to pay one-half the cost of the road. The other hall may be raised by a stock company. Let the road be first made from Woosung to Soochow and then from Soochow to Chinklang and from Chicklang to Nanking." As to this proposal it is to be stated that in the joint memorial of the viceroys at Tientsin and Hankow, above mentioned, it was requested that the lireparable loss. He was born at Kirkaldy in line from Scochow to Shanghal be put into the hands of the Lu-Han company. Cannot therefore the official funds now on hand for the construction of this line, viz , 2,500,000 taels, be set apart, as the memorial recommends, as the Government subscription of the stock of the general railroad company? As to the 1,000,000 taels from the Salt Gabelle it is feared reliance cannot he placed thereon; hence it is proposed to request that the sum of tacls 500,000 be taken from the Chibli coast defence fund, which, added to the above Government subscription of stock will make 3,000,000 tacls. It is then proposed to construct first the line from Woosung to Shanghal, and hereafter to continue it from Shanghai to Soochow, for which purpose no further Government funds will be needed.

Third-it is further requested that the railroad company be authorized to make a preliminary lean from the public funds of the sum of 10,000,000 tacks, and later a foreign loan of 20,000,000 taels, said loans to be repaid in twenty-five annual instalments beginning five years from the date thereof. This will require an annual payment of tacks 400,000 on the principal of the Government loan and of tacls 300,000 per annum on the principal of the foreign loan. On the 400,000 shares of stock in the hands of merchants an annual assessment of three taels per share will be made. As the merchants and prople of China are not rich. payments by instalment will be easier for them to meet. The custom prevailing in western countries as to the sale of stock will be followed here, vis. that when stock is subject to assess ments, it may be sold by the holder, but the purchaser thereof becomes lable to pay such assessments, and his failure to do so forfeits the stock. At this rate, after somewhat more than fen years have clapsed, fifty tacls will have been paid on each share, and interest thereon reckoned at 6

negotiable everywhere. As an inducement to subscribers, interest will begin to be paid on the shares when the road is completed. It will be necessary to wall until the road is balf finished before making a foreign loan, that there may be some security therefor. Hence, in addition to the official and ordinary commercial stock to be subscribed for to the amount of ro,000,000 tacks as above set forth, an advance of 10,000,000 teels from government funds will be necessary, which will be used in the expeditions manufacture of rails and in constructing the road. When the road is completed and rails laid on a certain portion a foreign loan can be made for which substantial security can be offered. It will be necessary to provide by a definite agreement in advance against any desire on the part of the foreign leaders to obtain possession of the road. The of all classes, that the Government will boldly loss from the public funds will be repaid out of grapple with the matter and remove this foul the foreign loan. When the road is completed stain from our fair fame. Interest will be regularly paid on the company's paid to the government in recognition of its

Fourth-It is further requested that, in accordoperation, twelve principal directors may be chosen from among the upright, wealthy, reputable and reliable merchants and gentry of the several provinces, and that twenty-four assistant directors may likewise be chosen from among men of means versed in business affairs. It wi be the duty of these thirty-six directors to select general managers to have charge of finances and construction, and assistant managers and superintendents, according to the practice abroad, and ail semblance of official connection with the enterprise should be avoided. The stockholders will deal with any misbehavior, but the Board of Revenue and the viceroys of Chihil and Hukuang may from time to time send deputies to inspect the work, and if they find any official guilty of misconduct they may make an investigation and deal with him. The railroad company shall have authority to engage and

dismiss its employer, It will be necessary for the railroad company at the outset to select a foreign engineer of the foremost rank to survey and chart the line, and whose plans shall be followed. If this is not done small errors at the beginning will have important ultimate consequences. In middle of the work it will be difficult to change plans. The mechanics should be engaged from that country from which the money is borrowed. The Americans have not made any of our public loans. They have showed no covetous spirit toward Chins, and in railroad building the are exceedingly skilled. If we borrow money In America and employ American constructors

in this way to construct the trunk line under would be difficult. He therefore prays that have a fine type of young Australia educated at some able man may be selected for the sarly Sydney University. He is a protectionist

AUSTRALIAN NEWS LETTER.

(From our own Correspondent)

SYDNEY, March 10:h.

After a long spell of hot, dry weather which for a time caused serious fuars of a drought, we had a glorious rainfail all over the country on the and just. All the stations in the far and aild west had their share of the bounteous moisture and in the city the downpour was like that famous cocos of somebody's-"grateful, comforting,"

One of the Victorian gunboats, the Albert, was put up at auction on the 3rd at Melbaurne. She was called in at £1,400. Her first cost to the Government was £19 000, ber ammament costing another £10,000. It's a mighly costly thing playing at having a navy.

Our revenue returns for last month show a deficit on the past eight months of only £676 473, despite retrenchment that at times was simply ciuel. The land tax for the period yielded £23.962; income tax, £12 000, both new items. The decreases were: Customs, £26,395; post office, £1,846 : and micellaneous, £11,875.

There was a great row some time ago about Japanese boots coming into the Sydney market and it is we fall accompli now. The Star has interviewed a boot-store man who has the articles on sale. He says they are perfect and sell at to per cent, chesper than good colonial or British-made boots. Blue look-out for our

Knights of St. Crispin, don't you think? In the death of Sir Thomas Elder at Mount Lofty (S. A. ) all Austalla has suffered an He emigrated to South Australia in 1854. and joined the firm of Elder and Co., which had been founded by his brother, on whose retirement-ho-succeeded to the direction of the business. He was instrumental in starting the Moonta copper mines. He also introduced camels to the colony for exploring purposes, and contributed largely to expeditions to the interior. He gave £20,000 to Adelaide University, offered £5,000 for Australian exploration purposes, and a similar amount for An'erctic exploration. He has been identified with numerous expeditions of discovery to the interior, and the breeding of first-class horses. He was knighted in 1878, and has held several public positions.

That waste product of ours, the larrikin, is again considerably in evidence. A decent man was kicked well nigh to death at his own door for attempting to assist a "drunk" who was being brutally treated by a pair of ruffians. A day or so later a cabman had the same treatment from a gang and the same night a compositor was severely dealt with by others of the class. Then in the same week a mangelng to work at 4 a.m. was set upon by a " push " and left stunned on the ground and badly hurt, after being robbed. On the 8th, in Wentworth Park at a cricket match, another flishly dressed crew used abominable language before lot of decent women. One constable in uniform tried to make an arrest and would have had a bad time had not two plainclothes men come to his aid. The push set the blue metal (their favourite argument) flying and the constables had at last to draw their revolvers to keep the ruffians at bay. In all four arrests were made, and to the plucky bubbles all praise

This "push " business is the plague spot in Australian life. I have known a football empire in a big match, who knew his life was threatened by a gang, actually go on the field with revolver in his pocket rather than show " funk" and he had to produce the weapon before the game was over. The proper Australian tough is a sort of mixture of the London embankment ruffian and the hoodium of San Francisco, Neither age, sex, not infirmity are safe i om him. He has the mouth of a shark, the neck of a buil and all the cowardly and crue characteristics that one least looks for in his fellow man I am rather against corporal punishment, but after a long experience of the class I must confess that the only way to get at these follows' feelings is through their hide and by the cat well laid on. Our present gool treatment is nothing to them and they come out after six months for kicking police or peacable citizens as heroes and in better condition than ever. A militia system has been proposed to meet the avil. but then there's the democratic outcry raised at once against it. It is to be hoped, for the sake The Federal Convention elections are over

foreign loan; and arrangements will be made for at last, and after all is said and done. the liquidation of the principal. No interest will the choice of ten men for this colony has Vancouver at 6.30 a.m. yesterday: be paid thereon, however, before the completion not been a bad one. The Cardinal was of the road, but accumulated interest will there- rejected and some of the rabid secularists after be paid in full. It is also proposed that protested against his candidature to the extent one-half of all interest earned by the company of holding public meetings on the subject. While on its stock over and above 15 per cent, shall be inot agreeing with the Cardinal's views all through, yours truly recognises in him a highly learned and refined man, with a splendid grip of public matters for a cleric, and he towered head and ance with the regulations for the company's shoulders over those petty time-servers and advecturers who seek the people's suffrages under the played-out guise of labour.

Pardon the digression. I've seen many labour members sent Into Parliament for £6 a week and the way in which they have humbugged their constituents and truckled to keep the Gov. ernment of the day in power, rather than risk another election, was a sight to disgust one. Even when their so-called labour leagues select a man to stand, as candidate the others all think they have an equal right to be nominated and the result is that in the scramble for the loaves and fishes some half-dozen or more men are all found fighting against each other, more or less on the same

Mr. Edmund Barton, Q.C., was most deservedly placed at the head of the poll. He is a Oneang ......steamer, for Kobe native of the colony, and is also a Sydney University man. In several Protectionist Governments he was an able Attorney-General and he is one of the few who has fought night and day, year to and year out for Federation. As speaker of the Assembly-in-1882 Mr. Barton, whom | Kathan ...... the comic papers call "Toby," was Speaker, Hanos ...... fact as won him high esteem from all sides. | Congo...... Mr. George H. Reid, the present Premier, is a H.M.S. Alacrity....... brayin barrister, born in Scotland, and raised Palls of Des. here. He holds the Cobden medal for free Belgte.............. , Cosmopolitan , trade casays, and was noted for the number of China...... " no confidence " motions he brought against the last Government. In Mr. W. McMillan the convention has a financier of unusually high grade, Mr. McMillan is the leading spirit in the Apr. 8 Phronaug ...... Hongkong ..... B. & S. ble wholesale house of McArthur & Co., was several times Col. Treasurer in free-trade Government and is as hard-headed a little Irishman (from Londonderry) as is to be found this side of the Equator. Next comes Mr. W. J. Lyne, present leader of the Opposition and a Tarmanian by birth. Mr. Lyne, who is one of the old Gulf country picucers, is one of those men it's a pleasure to meet whether as friend or foe, and he has been a very successful Minister in past Protectionist Cabinets. Mr. J. N. Brunker, the Chief Secretary, is a good man to have on the honest and simightforward, and his tenure of not for the purpose of extending the operations with a shell. For him to become the leader of ment proves him to be a trusty and capable the Lands portfolio in the last Parkes' Govern-Becond-It is further requested that the rall execution of this important work of each good to the heels and in the Dibbe Mi

holds a seat in the Upper House and never falls to get so attentive bearing when he speaks. Sir Joseph Palmer Abbott is the present Speaker, and is a solicitor by profession. He is accredired with having a good knowledge of public affairs and the way to which he can discipline the House speaks well for his tact and acumen, even when he does not refer to May's Procedure. Mr. J. T. Walker is not a statesman, but he is wealth, devotes himself to battering the condition of those less to tunate. He is a bank di ector and is also chaliman of several philanthropic societies and institutions, and, al round, is well fitted to do the Colony good service. Mr. B. R. Wise, B.A., an ardent land taxer and Condenite, is a son of the late Justice Wise. He achieved fame at Oxford as a ped, and was Attorney-General in the last Parkes' Ministry The present Minister for Lands, Mr. J. H. Carruthers, is another of the chosen. He, too, is in "law," and has held office as Minister for Education under Parkes. Mr. C. innot impressive but he is very deal, a fact which greatly discounts his usefulness in public debate,

# NOTANDA.

,CALENDAR,

Meteorological means based on ten years' observations to 1893. 

Hamidity .....69 TO-DAY.

WEATHER PEPORT. On date at On date at Barometer ..... 20 R7 Thermometer ..... Humidity ..... Rainfall ....

Friday, oth April, 1897. Chinese. - 8th of 3rd moon of 23rd year Kwong. zil. Jewish .- 7th Nisan; 5657. Mohammedan. - 7th Dulkaada, 1315. Sun-Ries ..... 5hr. 49mln. Sets ..... 6hr. 16min. High water-Afternoon ..... Ohr, 32min. Low water-Afternoon...... 9hr. 42min.

No inferior high er low water. ANNIVERSARIES. 1835-King Leopold of Belgium born, 1996-Rinderpett reported prevalent in Yoko-

TO-MORROW, Saturday, 10th April, 1897. Chinese-9th of 3rd moon of 23rd year Kwone-sil. Jewish-8th Nisan, 5657.

Mobinmeden-8th Duthaada, 1314. Sun-Rises ..... 5hr. 40min. Sals ..... 6hr. 17min. Moon-First Quarter ...... 4kr. smin. p.m High water-Afternoon...... 1hr 89min. Low water-Afternoon ..... 10Ar. 55min. No inferior high as low water.

AMNIVERSADIES. 1814-Battle of Toulouse, 1865-Sutz Canal opened. 1875—Ki-ying appointed Imperial Commissioner

MEMORANDA. TO-DAY, -oth April. 9.15 p.m.-Hudson's Surprise Party at the C

To-MORROW, -- 10th April. 2 30 p.m.—Auction of valuable household furni ture, &c., at Mr. P. Brewitt's sales rooms Zetland Street.

3.45 p.m.—Gymkhana at Happy Valley.

SHIPPING AND MAIL NEWS.

MAILS DUE: French (Sydney) 13th inst. Australian (Omt Maru) 13th inst-English (Coromandel) 17th inst.

American (Peru) roth inst. Canadian (Empress of India) 20th inst. German (Prina Heinetch) 10th prox. THE Canadian Pacific Railway: Co.'s steame

Empress of Japan, from Hongkoug, arrived a THE Nippon Yusen Kaisha's steamer Idsum

Mary left Moji for this port yesterday evening, and may be expected here on the 13th inst. WE are informed by the Agents of the Austrian

Lloyd's S. N. Co. that the Company's steamer Gisela left Singapore this morning for this port.

SHIPPING REPURMS. From 5 p.m. yesterday to 6 p.m. to-day. ARRIVALS.

Strathallan .....steamer, from Hongay Halphong Chowfa ..... Batoum Coast Ports Macao Swatow Halphous EFFIT ...........

Aggregating 12,511 tons register, Halmun ..... Japan-

Aggregating 10,084 tons register,

HONGKONG AND WHAMPOA DOCK RETURNS

SWATOW. Arrivals. 8 Wingsong ..... Shanghai ... J. M. & Co. Debartures. Apr. 8 Siskan......Salgon.....B. & Co. 8 Wingsang...H'K & C'ton...J. M. & Co. IN PORT-Reongwal, Phranaug.

. PASEND THE CAMAL.

OUTWARD-oth March - Turbo. 12th March -Takow, Tantarville, 16th March-Yamagucks Marn. 19th March-Argyle, Chingwo, convention. He is an old colonial hand, keen, Socotra. 23rd March-Benlomond, Carmartheushtre, Tantalus, Adour, Pectan, 26th March-Benledt, 30th March-Poseldon, Yarra, Eskdale, Glenorchy, Melbridge, 2nd Apell-Gerda, Oceana, Ulyster, Dorotea, Sunda, 6th April-Glengyle, Hyson, Cluden, Commonwealth, Hakala Mary. HOMEWAND-and April-Strashlay, 61

Millow-Energia, Promothous.

PLUMP AGAINST A BIG FACT.

It is not properly any part of my business to enforce lessons in ethics; therefore I commonly leave that responsible task to those whose vocation it is. But no man can continually write on the subject which constitutes the burden of these cassys without now and then running plump against a mighty fact in morals. If you will be good enough to read the one of those fine men who, possessed of great | following short letters I will then try to show why I was moved to speak as I have spoken.

"My daughter Annie Jane," writes that young girl's mother, "now five yours age, was a fine healthy child up to March, 1891, when she began to sicken and fall away. She had no appetite and every particle of food she took came up. She lost strength rapidly and within a fortnight she was thin as a rake, being not much else than akin and hone. For days and days she laid in a half-conscious condition, scarcely moving hand or foot, and to all appearance lifeless. I had a doctor attending her for four weeks, and be said the child was suffering from indigestion, yet, so far as we could see, his treatment had no effect. My husband and I, and, all that saw the poor baby, thought she was slowly dring, and we were almost heart-broken at the thought of losing her.

"Nothing that we gave her did the slightest good, and the child was fading away, when one day, towards the end of April, a lady called, and after seeing Annie Jane, advised us to use Mother Beigel's Syrup. She said she had known the lives' of many children saved by this medicine who were down with the same complaint. I hurried to get a bottle from Mr. Routly, the chemist, in Susan's Road, and began giving it in small doses. In less than twenty-four hours the child began to est, the sickness stopped, and we could see a change for the better. We kept on giving the Syrup, and in two weeks Annie was well as ever, and fast getting back her flesh. Since that time-now four years ago she has never been ill. We consider that Mother Seigel's Syrup saved her life. You can publish this statement and refer anyone to me. (Signed) Mrs. Annie Alexander, 25, Melbourne Road, Eastbourne, August 1st, 1895.

"My son Joseph," writes Mr. Joseph Bond, of Salter's Green, Mayfield, Sussex, " was never strong, He did not come on like other children. He was weak, sickly, and puny. He ate but little, and was usually in pain until he vomited most of it up again. Nothing gave him strength. In February, 1894, his feet and ankles began to fester. Next three abscesses formed on his neck and under the chin, making deep holes. He was merely skin and bone. The abscesses seemed to be exhausting his life's blood. He was in a doctor's care five months, but got no better. From July (1894) he had four months' treatment at the Tunbridge Wells Hospital, without benefit. The doctors gaye him medicines and cod-liver oil, but nothing strengthened him.

"In December (1894) I concluded to take the case into my own hands, and gave him a medicine that had cured my wife-Mother Belgel's Syrup. To our astonishment and delight he began to improve in a few days. He could cat, and was stronger for it. We kept giving him the Syrup, and he grew better every day. The abscesses soon healed, and he is now a fine healthy boy, nine years old, and strong for the first time since he was born. Publish this letter if you wish and refer inquirers to me. (Signed) Joseph Bond, July 28th, 1895."

What, now, is that mighty fact in morals? Ask yourself the question. What Justice was there in the suffering of these two little children? For whose sake was it? Why do the majority of the human race die in infancy and childhood? That bundle of laws and forces called "nature" has no pity, no mercy. Obey and live; disobey and perish, that's the whole story.

Then how does Mother Seigel's Syrup ours? If cures by bringing the diseased and suffering body back where nature's hand can reach it. It puts the derailed coach back on the metale, it re-launches the stranded ship. The radical trouble of both Annie Alexander and Joseph Bond was of the digestion, the first (a mere baby then) having been selsed with scute indigestion, and the body having, as his father tells us, been born with a feeble stomach. Hence, in his case, the bad blood and the absonses by which nature sought to remove it. Will parents take warme ing from these instances ? I hope so. Watch the little ones and use Mother Belgel's Syrup whenever you see them inclined to droop or languish, -Advi.

## **Botels.**

THOMAS'S GRILL ROOM

T"HIS Establishment has always enjoyed t high class reputation for Liberality in Mens, Quality of Food and Perfection of Culsins, THIS REPUTATION WILL BE MAINTAINED.

Fresh Dalry Produce, FRUIT and other capplies are regularly imported from the United States, Canada and Australia. BEEF! from Kobe and TURTLES from the Straits. The WINES, SPIRITS LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS of SUPPERS, &c. PICNIC and BATHING PARTIES supplied

with light refreshments at a moment's notice. ICE CREAM from I P.M. to II P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M. THOMAS'S GRILL ROOM. FREDERICK BISHOP, Manager,

NEW VICTORIA HOTEL. BOTISSERIE,

MEALS A LA CARTE. CHOPS, STRAKS, &c., &c., at any time

between 7.30 A.M. and II.30 P.M. MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER, Proprietors. Hongkong, 3rd September, 1896.

WINDSOR HOTEL RONG KONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant, Favourable Arrangements made for Families

and for Monthly or Extended Periods. P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895.

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OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands. magnificent Views of the Harbour and mainland

For further particulars, upply to THE MANAGER. New Victoria Motel, Mongiona, nath November, 1846,

"TONINE."

ONINE is prepared of pure Hamoglobin extracted from pure animal blood combined with general digestive and nerve tonics. When the blood from any cause, has become impute or impoverished, a shown by pale skin, lips and gums, the results obtained by the use of . "TONINE" are certainly remarkable. The normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

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DIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chel has no equal, ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at th Railway Station. .

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra Charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises. Certified Guides are in attendance at both Hotels.

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5, BOND, YOKOHAMA.

L. DEWETTE, Manager, すのメソハ

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STEAMERS.



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FOR VLADIVOSTOCK, YIA SHANGHAL CHEFOO. CHEMULPO. NAGASAKI, FUSAN AND GENS**AN**, HE Company's Steamship

"SAKATA MARU," Captain Welbach, having been substituted for the Totoms Maru sewestised previously to sail on the 9th Instant, will be despaiched as above on TUESDAY, the 13th instant, at 4 P.M. For Freight or Passage, apply to

NIPPON YUSEN KAISHA Hongkong, 5th April, 1807. FOR NEW YORK, VIA SUEZ CANAL.

HE British Steemsbip "BRECONSHIRE," Captain Peebles, will be despatched for the

above Port on or about the 14th lustant, instead of as previously advertised. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 7th April, 1807

"MOGUL" LINE OF STEAMERS. FOR SHANGHAI, KOBE AND YOKOHAMA. P.M. HE Steamship

" MOGUL," Cantain Wright, will be despatched as at we on or about WEDNESDAY, the 14th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Agents. . . Hongkong, 7th April, 1897. FOR NAGASAKI AND WLADIVOSTOCK. THE German Steamer

"JACOB DIEDERICHSEN," Captain Schlaikler, will be ready to load here! on or about THURSDAY, the 15th instant, for the above Ports, and will have quick despatch. For Freight, apply to

MELCHERS & Co. Hongkong, 8th April, 1807. OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"TEUCER." Capialn Williams, will be despatched as above on THURSDAY, the 16th instant, For Freight, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, 5th April, 1807.

## Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS. FOR HAVRE, LONDON AND HAMBURG. (Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOPING, GEVLE,

DANTZIC and KONIGSBERG, with transhipment in HAMBURG.) I HE Company's Steamship "COWRIE,"

Captain Parsons, will be despatched as above on MONDAY, the 12th instant. For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, 5th April, 1897.

YUSEN KAISHA. JAPAN-BOMBAY LINE.

MONTHLY SERVICE. (Under Mail Contract.).

FOR SINGAPORE, COLOMBO AND BOMBAY. (Calling at TUIICORIN on the homeward

THE Company's Steamship "IDZUMI MARU," Ceptain J. H. Curnow, will be despatched as

above on THURSDAY, the 15th instant, at 4 For Preight or Passage, apply to

Hongkong, 3rd April, 1807

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA JAPAN-AUSTRALIA LINE. MONTHLY SERVICE

(Under Mail Contract.). FOR THURSDAY ISLAND, TOWNSVILLE,

BRISBANE, SYDNEY AND MELBOURNE. THE Company's Steamship

"YAMASHIRO MARU," Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 23rd instant, at This Steamer is fitted with Superior Passenger

Accommodation, and is lighted by Electricity throughout, A duly qualified Doctor and a Kuropean Stewardess are carried. . For Freight or Passage, apply to MIPPON YUSEN KAISHA Hongkoog, 3rd April, 1897.

#### Shipping.

STEAMERS.



NIPPON YUSEN KAISHA. JAPAN-TOMBAY LINE.

MONTHLY SERVICE. (Under Mail Contract.)

FOR KOBE AND YOKOHAMA. THE Company's Steamship

"MIIKE MARU," Captain P. H. Gring, will to despatched for the above Ports TO-MORROW, the 10th Instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkoug, 9th April, 1807. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG," Captain Hedgins, will be despatched for the above Port TO-MORROW, the noth instant at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, oth Aril', 1897.

CHINA NAVIGATION COMPANY, LIMITED. FOR CHEFOO AND TIENTSIN, VIA

SWATOW. THE Company's Steamship "NANCHANG,"

Captain Finlayson, will be despatched as above TO-MORROW, the 10th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Unnahma, oth April 1807 CHINA NAVIGATION COMPANY, LIMITED.

.FOR CEBU. THE Company's Steamship

THE Steamship

"TAIWAN." Captain Pearce, will be despatched as above TO-MORROW, the 10th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Acents.

Hongkong, oth April, 1807. "MOGUL" LINE OF STEAMERS. FOR TAKAO (FORMOSA).

Captain Rowley, will be despatched for the above Port on SUNDAY, the rith instant, at Daylight.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Hongkong, 7th April, 1807. THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL. VIA STRAITS AND USUAL PORTS OF

(Taking Cargo at through rates for GLASCOW, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship

"OOLONG!

R. Conradi, Commander, will be despatched as above on the 12th instant, instead of as previously advertised. For Freight, &c., annly to

HOLLIDAY, WISE & Co., Hongkong, 3rd April, 1807.

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL THE Company's Steamship

" DARDANUS." Captain Gregory, will be despatched as above on MONDAY, the 12th Instant, For Freight, apply to BUTTERFIELD & SWIRE,

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FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

" TSINAN." Captain G. Ramsay, will be despatched on THURSDAY, the 15th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Salcon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

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CANADIAN PACIFIC RAILWAY COMPANY. FOR PACIFIC COAST, CANADA AND THE

UNITED STATES. THE British Steamship "HUPEH"

will be despaiched on or about THURSDAY, the 20th Instant, for VICTORIA and VAN-COUVER (B.C.), via NAGASAKI, KOBE and YOKOHAMA. Through Bills of Lading Issued to JAPAN. PACIFIC COAST, CANADIAN and UNITED STATES

For Particulars as to Rates, &c., apply to a D. E. BROWN. -General Agent. Hongkong, 8th April; 1807.

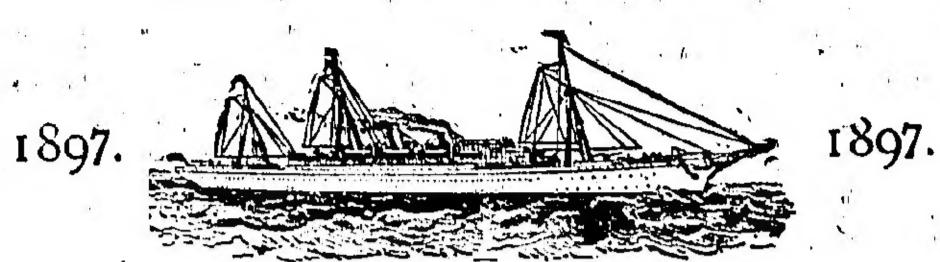
"BEN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL

THE Steamship "BENMOHR," Captain Le Bontillier, due here about end of the present month, will have quick despatch. For Freight or Passage, apply to

Gibb; Livingston & Co., Agetits: Hongkong, 8th April, 1807.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



PUNCTUALITY. SPELD. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF INDIA., Comdt, O. P. Marshall, R.N.R., WEDNESDAY, 28th April. EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R........ WEDNESDAY, 19th May. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 9th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Hallian, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionavies, Members of the Navel, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney

Australia, via Honoluly, and Sydney to Hongkong via Brisbane and Torres Straits, Good for o months, £100, The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago Werld's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned, and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

> D. E. BROWN, General Agent, Pedder's Street.

> > China (via Shanghai, )

land Sea, Yokohama

and Honolulu) .....

land Sea, Yokobama

and Honolulu).....

Cuy of Rio de Janeiro

sski, Kore, Inland

Sea and Yokohama)

United States, and Rurage

journey at any point su routs,

THE U. S. Mail Steamship

Peru (via Shanghai,

U. S. MAIL LINE.

PACIFIC MAIL STEAM -

SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSEE SATLINGS FROM HONGKONG.

Nagazaki, Kobe, In- Tuesday, 13th April,

Nagasah Kobe, In Saturday, 1st May,

(via Shanghal, Naga- ! Thursday, 20th May.

"CHINA"

will be despatched for SAN FRANCISCO, #11

taking Passengers and Freight for Japan, the

at Noon.

at Noos.

at Noon.

#### OCCIDENTAL & ORIEN-TAL STEAMSHIP COMPANY.

Hongkong, 7th April, 1897.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO. CENTRA! AND SOUTH AMERICA, AND EUROPE:

THE OVERLAND RAILWAYS. ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGLONG. Bileto (via Shanghal,)

Nagasaki, Kobe, In- [Thursday, 22nd April, land Sea, Yokohama at Nocz. and Honolulu)...... Copiec (via Shanghai, ) Nacaraki, Robe. In- [ Tuesday, with May,at Neon. land Sea, Yokohama

and Honolulu) ..... Gaelte (via Shanghal, ) Nagasaki, Kobe, In- Saturday, 29th May, land Ses, Yokohama at Noon.

THE Company's Steamship

and Honolulu) ......

"BELGIC" will be despatched for SAN FRANCISCO, win

SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon. Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or with verso) within one year, will be allowed a dis count of 10 per cent. This allowance does not apply to through fares for China and Japan to Rurobs.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs,

San Francisco. For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

Hongkong, 1st April 1897.

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS. SOLE AGENTS FOR T\_TARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.

AGENTS.

HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES Sols Agents for PERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH

RVBRY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

WHISKY, &c.

Manuface, toth May, the

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line. to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the United STATES and CANADA and to EUROPE.

HONGKONG To LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the RCEKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)				
Olympia	2,608	Tuesday	April13	
Pathan	2,700	Tuesday	May 4.	
Tacoma	2,549	Tuesday	May 25	
Victoria	3.167	Tuesday	June 15	
Olympia	4,608	Tuesday	July 6.	

S.S. .... | July 27. FHE Steamship

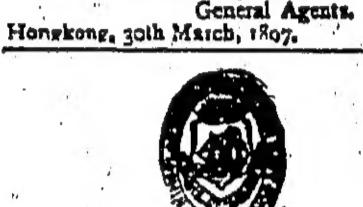
Captain J. Truebridge, sailing at Ncon, on TUESDAY, the 13th April, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), pla

KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points; and to Canadian and United States Points, Consular Involces of Goods for United States Points should be in quadraplicate; and one

copy must be sent forward by the steamer to the care of the Fraight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to salling. For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, . PERSIAN GULF, CONTINUENTAL and AMERICAN PORTS). HE Steamship

'THAMES." Captain W. J. Nantes, carrying Hc. Majesty's Malls, will be despatched from this for BOMBAY, SHANGHAI, NAGASAKI, KOBE, INLAND &c., on THURSDAY, the sand April, at Noon, SEA, YOKOHAMA and HONOLULU, on taking Passengers and Cargo for the above Posts, . Silk and Valuables, all Cargo for France, TUESDAY, the 13th April, 1897, at Noon, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed Steamers of this line pass through the INvia Bombay. LAND SEA OF JAPAH, and call at Honolulu, Parcels will be received at this Office until 4 and passengers are allowed to break their P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note. Through Passage Tickets granted to England, the terms and conditions of the Company's Bills

of Lading, For further Particulars, apply to Superintendent.

Hongkong, 8th April, 1897. NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS AND LUGGACIE. N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL

PROPOSED SAILINGS FROM HOMGEONG.

PLACES DE RUSSIA.

(SUBJECT TO ALTERATIONS.)			
Bayern	Tuesday	27th April.	
Prins Heinrich	Tuesday	25th May.	
Proneson	Tuesday	22nd June.	
Sachsen	Tuesday	20th July.	
Bayern	Tuesday	17th Aug.	
Prins Heinrich	Tuesday	14th Sept.	
Preusien			
Sacksen			
Bayers	Tuesday .	7th Dec	
Pring Helarick	Tuesday	Ath Tan.	

ON TUESDAY, the 27th day of April. BAYERN, Captain R. Heinige, with MAILS. PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at Hiapties and

Shipping Orders will be grapted till Nuow on SATURDAY, the 24th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 26th April, and Parcels will be received at the Agency's Office until Noom on MONDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed, for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on borard. For further Particulars, apply to MELCHERS & Co.

Agents, Hongkong, 5th April, 1897. Printed and Published by CHESNEY DUNCAN at No. 6, Palety MILL, In the of

IN THREE WARRENGE

France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through "ORDERS TO

EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL. WAYS; also the CANADIAN PACIFIC RAIL-WAY on payment of £4 in addition to the regular tariff rate. Passengers holding Orders FOR OVERLAND

CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Missionaries, members of the Naval, Military, Diplomatic, and -Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to portu

Special rates (first class only) are granted to

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day : all Parcel Packages should be marked to address in full; value of same is required; Consular Invoices, to accompany Cargo des-

in Merico, Central and South America, by the

United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

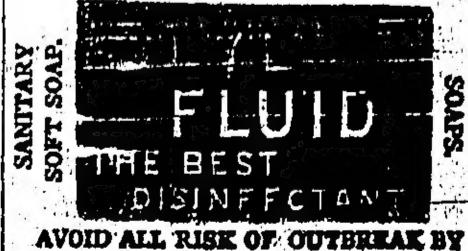
J. S. VAN BUREN, Agent.

tined to Points beyond San Francisco, in the

NOTICE.

Hongkong, 24th March, 1897.

THE BEST PREVENTIVE OF ALL INVECTIOUS DISEASES.



ITS USE. W. G. HUMPHREYS & Co., Bank Buildizan